

## The Sun

MONDAY, MARCH 18, 1912.

Entered at the Post Office at New York as Second Class Matter.

Subscriptions by Mail, Postpaid.

DAILY, Per Month	80 Cts.
DAILY, Per Year	9.00
SUNDAY, Per Year	2.00
DAILY AND SUNDAY, Per Year	11.00
DAILY AND SUNDAY, Per Month	90 Cts.

Postage to foreign countries added.  
All checks, money orders, etc., to be made payable to THE SUN.

Published daily, including Sunday, by the Sun Printing and Publishing Association at 170 Nassau street, in the Borough of Manhattan, New York.  
President and Treasurer, William C. Reilly, 170 Nassau street; Vice-President, Edward P. Mitchell, 170 Nassau street; Secretary, Chester S. Lord, 170 Nassau street.

London office, Edinburgh House, 1 Arundel street, Strand.  
Paris office, 6 Rue de la Michodière, off Rue du Quatre Septembre.  
New York office, 170 Nassau street.  
Brooklyn office, 108 Livingston street.

If our friends who favor us with manuscripts for publication wish to have their articles returned they must in all cases send stamps for that purpose.

## The Exact Situation as to the Third Term Project.

Mr. FRANK A. MUNSEY's letter to Mr. BLACKWOOD of Concord was written nine days ago. It was the temperate and sincere expression of Mr. MUNSEY's personal fears and hopes concerning the success of an enterprise in which he is mightily interested. The opinion has value because it was delivered after a candid estimate of both the favorable and the unfavorable circumstances—we mean favorable and unfavorable from Mr. MUNSEY's point of view—and he is both an expert and an intimate in the business of third term promotion.

It will be observed that Mr. MUNSEY's phrases of foreboding and of hopeful expectation are equally and absolutely candid. "No one can predict with any considerable certainty the outcome of the contest." "On the face of it, it looks like TART." "That Mr. ROOSEVELT's followers got started much too late is a certainty." The combination of circumstances counting against the third term candidate "looks almost insurmountable." On the other hand, Colonel Roosevelt is "a very exceptional man, who has the people with him," as Mr. MUNSEY believes; but how far "the people" will be able to make effective their wishes is a question about which "no one at this point can give an intelligent guess."

Was there ever a more admirable instance of political judgment in perfect equipoise contending with and overcoming the rainbow impulse of strong personal desire?

The merit of Mr. MUNSEY's conscientious statement of the facts of the third term situation becomes all the more conspicuous when we remember that the ROOSEVELT boomers everywhere, at local headquarters, in leagues, councils, at hullabaloo conferences held in the true khaki and Abernathy kid spirit, were giving out at that time and have continued to emit since that time opinions about the result characterized by dead and final certainty. A few days after Mr. BLACKWOOD received his letter from "one perfectly familiar with the situation all the while," as Mr. MUNSEY properly puts it, Senator DIXON was producing his "fundamental fact" which "in itself precludes and prohibits the nomination of Judge TART by the Chicago convention." If you were to accept to-day the opinion of many Roosevelt enthusiasts, all was over but the shouting the moment the hat went into the ring. It required a man of Mr. MUNSEY's capacities to perceive that there is much to be considered besides the shouting, and that so far as vocal energy is concerned the shouting began too late. From the day he wrote his letter until now the tide has been running steadily and strongly for the renomination of the President and the emphatic repudiation by the Republican party of the third term candidate. In the not unessential matter of delegates Mr. TART this morning has nearly ten to Colonel ROOSEVELT's one.

We think the great majority of unimpaired observers will agree with Mr. MUNSEY's conclusion.

What an intellectual humiliation it will be to the incomparably adroit politician at Oyster Bay when even he perceives that FRANK MUNSEY is right; that the carefully planned and timed announcement of his intention to break his pledge was delayed too long; that his reputation as a man who keeps his word to the people was sacrificed in vain through a paltry chronological blunder for which he alone is responsible!

## The Course of the British Coal Strike.

There can be no question now that the British coal strike has entered into an acute and critical stage and that the next few days and possibly weeks will have an important place in the industrial and political history of the British Kingdom. After two months in which an apprehensive but not yet hopeless public has watched the efforts, first of the owners and miners and subsequently the Government, to compromise the quarrel, the chances of such a settlement seem to have vanished.

At the present time three weeks of idleness on the part of the miners have had a tremendous paralyzing effect upon the industry as well as the comfort of the vast mass of the British population. Railroad trains have been discontinued, the fires in the steamers have gone out and service been discontinued, and one by one the great industrial establishments have closed down. Thus the ranks of the unemployed have been swollen by hundreds of thousands of workmen whose opportunity to earn their daily bread has been destroyed by the interruption of the coal supplies.

Ordinary methods of accommodation having now failed, it remains for the Asquith Ministry to try the doubtful and dangerous remedy of legislation.

It now purposes to establish in law the principle of the minimum wage and create local boards of arbitration to fix the rate of this minimum wage in the various mining districts. But precisely this offer, made in conference, the miners' representatives have repulsed. Can there be any assurance that they will accept it when it is law?

If the measure proposed by the Asquith Ministry becomes law, and it is certain to find strong opposition in both Houses of Parliament from those who foresee its ultimate consequences, will the Government seek to make it effective by undertaking to operate the mines itself? Will it employ the French method of mobilizing the miners as citizens doing military duty to the State? Failing such methods, which would instantly cost it the votes of its Labor contingent and possibly insure its fall, what can the Government do? The answer is not apparent.

Upon the miners themselves there is now being brought the pressure of all the other organized workmen of Great Britain. Without personal concern in the present conflict they are actually suffering the privations of the strike and the treasures of their unions are being depleted precisely as if they were themselves combatants. If this pressure is continued and increased, it will doubtless be a great if not decisive influence in bringing the miners to the point of accepting terms.

But there remains the great peril that all union laborers, all the industrial forces of the United Kingdom, will make a common cause with the miners, that they may voluntarily cease from labor and by immediately producing a complete paralysis bring England to the edge of the greatest labor problem in its history. It is this possibility which now finds expression in foreign despatches and explains in part the rapid increase in apprehension abroad.

## The All Embracing "Science."

Here is a man worth knowing. From the tower of thought he views the landscape o'er; with no ferocious hand he flings a pebble, scorning to waste a brick, on the most superfluous whimsey in sight; but he is tolerant.

"TO THE EDITOR OF THE SUN:—Sir: What is sociology? Perhaps the 'Manhattan Philosopher' will enlighten us if THE SUN will not."  
F. J. DUNNEN.  
New York, March 16.

The dictionary, that permanent fount of pleasure, tells us sociology (beautiful as its hybrid name) is, "the science of the constitution, development and phenomena of society." A layman's definition might be: Sociology includes everything and anything from the foundation of empire to the fluctuations in the price of New England rum. Its most famous genuine professors were Mr. PICKWICK and his friends; you can't walk into a car without stumbling over an unpaid professor or assistant professor of it; and its paid professors and assistant professors are as the sands of the desert or the spoutings at Oyster Bay. It sees New York. It walks Broadway. Fifth avenue and any other street. Wherever in this world of joy there are men, women or lobsters; from university settlements to smoking rooms; from the highest to the humblest, from the janitors of skyscrapers to mere multi-millionaires; from prizefighters to princes, whatever human by whomsoever is done, there sociology has her chair and throne.

We have never understood—perhaps the 'Manhattan Philosopher' can explain why—in a town and world full of policemen, conductors, old residents, waiters, playwrights, barkeepers, and so many other kinds of expert ex officio sociologists there should be professors of sociology in colleges. Anybody with eyes and ears can get more sociology in ten minutes than a college professor of sociology would put into ten volumes; but the poor must write, and in heaven's kindly eye no doubt even such sociologists are pardonable.

Doesn't there seem to be a weak market for straight sociology at present? Aren't our finest occasional thinkers going in more for "social justice"?

## Reporting for Duty.

If there is anything in the way of Arctic exploration which the Government wants done Lieutenant GEORGE F. WAUGH of the Thirtieth Infantry can be recommended cordially for the detail. PEARL A. MUNSEY and SCOTT never had a stouter hearted and harder soldier in their outfit. Last November WAUGH, then a Second Lieutenant in the Sixteenth Infantry and stationed at Fort St. Michael on Norton Sound, was promoted to a first lieutenant and assigned to the Thirtieth Infantry. Although navigation in that part of Alaska had closed he determined to get to the continental United States and join his new regiment on the Pacific coast. It would be eight months before he could take a boat at Nome. There was nothing for it but to cross the peninsula to southern Alaska by a dog team, in the depth of winter and alone.

After a year and a half of rough work in Alaska Lieutenant WAUGH considered himself acclimated and able to take care of himself in the Arctic solitudes. Cordova was his destination, 1,000 miles away, half of the distance sheer wilderness unbroken by trails. The Lieutenant purchased five Siberian dogs and packed his sled with rations for dog and man, a medicine chest and extra clothing, cracked his whip over his plume-tailed companions, and was off. About all the light he had for days together was contributed by the moon. Sometimes it was as warm as 20 degrees below zero, and again as cold as 40 below. When he stopped for rest he crawled into a sleeping bag and the dogs made themselves comfortable on the top of the sled. Luckily for him none deserted. Captain AMUNDSEN lost several on his hike to the south pole. Runaway dogs was a fearful risk the young infantry officer took. His ears, nose and hands were frostbitten more than once, but he got through in good condition, and every dog too. Like Captain AMUNDSEN, Lieutenant WAUGH was

fond of the beasts, and now and then he treated them to a meal of grouse which fell to his gun.

When the Lieutenant turned up at Vancouver barracks to report to General MARION P. MAUS he had little to say except that "people do not know what endurance a man is capable of until he is put to the test." Mr. WAUGH, by the way, put himself to the test. He is a native of Massachusetts and was graduated from the Military Academy at West Point in 1905.

Medals of honor are not awarded for perilous enterprises undertaken merely on private account, but if young WAUGH had fought his way through the snow and frost to the relief of a party of lost explorers such a reward would be his, and something very eloquent and moving would be said many times about the stuff of which heroes are made. The Thirtieth Infantry, it is said, must soon serve a long tour of duty in Alaska to relieve the Sixteenth, which has been there since July, 1910. In view of his remarkable journey through the wilderness to join his regiment it would seem a hardship to make Lieutenant WAUGH face rightabout and kill two more years in Alaska. Perhaps for a change he would prefer a detail to the Mexican frontier.

## The Small Consumer of Coal.

While the coal strike of ten years ago was in progress public attention was called to the conduct of dishonest dealers supplying customers who bought their supplies in small quantities. The price paid by these purchasers is always high, and their lot was made doubly hard by the fact that only about 75 per cent. of what they paid for was delivered to them. It will be remembered that the mining companies, cooperating with reputable coal dealers, made a special effort to protect this class of consumers while coal was scarce, and that firms which never sell in small quantities opened their yards to counteract, so far as was possible, the swindles attempted by thieves in the business.

This sort of robbery is in progress all the time, and the inspectors of weights and measures are continually on the lookout for the men responsible for it. Recently a number of prosecutions have been undertaken, in which the dealers are accused of delivering, instead of 100 pounds of coal, not more than eighty-five. The possibility of a strike among the miners has been carefully exploited to account for high prices in the sections of the city where this trade is carried on, and the miserable business of squeezing the least able to bear the pressure has been unusually profitable. The activities of the men from the bureau of weights are most timely.

If rascally dealers can be taught now that profits derived from selling short weight mean terms of imprisonment, one of the most lamentable effects of a strike of the miners will be reduced to a minimum. It would be difficult to suggest a more intelligent preparation for a period of coal shortage than the enforcement of the law against this peculiarly mean kind of theft.

Our esteemed contemporary the *Daily News* of London learns from "a well informed correspondent" that the Judiciary in the United States is "usually pro-capitalist in sentiment" when it is not "actually corrupt," and that "Americans have no faith in the impartiality or the independence of their courts." The fact that Mr. ROOSEVELT "catches up the suggestion" that Judges are expected to sell the judicial decisions he is revising by popular referendum" shows, as the *Daily News* explains, "that the American Constitution has broken down."

It will add to the uncommon interest of this information to know that the name of the well informed correspondent of the *Daily News* is GAYLORD WILSHIRE.

## THE DEADLIEST OF ALL PARALLELS.

President Roosevelt's Decision on November 8, 1904.

"Under no circumstances will I be a candidate for or accept another nomination."

Ex-President Roosevelt's Decision on February 25, 1912.

"I will accept the nomination for President if it is tendered to me."

## The Remble Signal.

TO THE EDITOR OF THE SUN:—Sir: Hundreds of people who use the elevators at the tenth station of the subway owe a debt to the negro porter who operates the cars. From long experience the porters are experts at telling the direction of trains by the rumbling sound that floats up the elevator shafts whenever a train enters either the northbound or southbound platform.

They seem a trivial matter for people who have lots of time on their hands or who use the subway in the middle of the day. To those who use the subway in the morning and with whom every minute counts, the porter's knowledge is a great help.

When a loaded elevator is descending and the rumbling sound floats up from the tunnel below the porter prepares the occupants of the elevator to shift around, providing there is room left for them to do so. Of course the rumbling below denotes the approach of a train. In what direction is the train moving is the question uppermost in the minds of all those in the descending car. This is where the porters get in their true work. Knowing that the people in the elevator are anxious to get down as soon as possible, and also knowing that they are anxious to catch the first southbound train that comes in, the porters flag back their gates with a bang, at the same time shouting, "Southbound train." Thus the porter, by a single word and a bang, relieves the passengers of the anxiety of waiting. If the train is northbound the porters stop unnecessary anxiety and rushing by crying out, "Northbound train!"  
UNDERGROUND.

New York, March 16.

## The Flags on the Federal Building.

TO THE EDITOR OF THE SUN:—Sir: Did you notice that all of the five flags on City Hall were flying at half mast because of the burial of the Maine? Did you notice that every office and every chamber street displayed the Stars and Stripes at half mast? And further, did you notice that the flags on the Post Office building flew at half mast all day?

New York, March 16.

## The Breaking Out of the Flag.

Through the hailstorm and sleet. Through blizzard and rain. Like a flag in the steps. The buds long have lain.

But the warm winds have come, No longer to lag; A salute to the world. Spring breaks out her flag.  
McLANDERSON WILSON.

## NOVELLETES OF THIS TIME.

King Khakhi Resorts to Heroic Treatment.

Time was, and not so very long ago, when King Khakhi sat upon Sagamore Hill and surveyed the Universe, surrounded by his courtiers. Off in the offing, beyond Oyster Bay, a hurricane was brewing, and in the midst of the storm tossed delegates the courtiers decried a tiny speck and pointed it out to the King. But the King declared he could not see it without the aid of a high power telescope. When the strong instrument had been properly adjusted to his eyes the King exclaimed:

"Oh, boys! now I see it faintly: it is 'La Toilette' boom."

The poor little raft is in distress, sire," said one of the boys. "She cannot live in this Roosevelt sea. Shall we not send a lifeboat?"

"By all means," answered the ruler of the Plain People. So the royal dinky was despatched, but with secret orders to take off Gifford and Ames if the latter would bring his bank book. Nothing was said, however, about the fate of Poor Robert and his autobiography.

The storm raged and the wind blew, and after a while not even the voice of the helmsman could be heard.

"He was one of the good people," said the King; for one of the courtiers and the rescued Pinchote told him that he would inherit all the worldly delegates of the shipwrecked skipper.

Then the official story came to the Hill, bringing the latest little third term boom that had ever been hatched in a carefully watched incubator.

"It looks like triplets, sire," said the courtier.

"You lie!" said the King. "They are not consecutive."

In the meantime the old skipper gave his voice a rest, and all his strength immediately returned with renewed vigor, and he sneaked into a cove and hid his little craft under the lemon trees on the shore.

King Khakhi put to sea in the royal barge, decked with popular flags, for the time had come to take the little baby boom on its way to Chicago to be christened. The seven doctors from seven States had the right of way, and upon weighing the three-in-one prodigy they discovered that it had not gained in avoirdupois.

"That is a bad sign," said Dr. Glasscock under his breath.

"The scales are not accurate," said the King, "and they willfully misrepresent his true weight. They are against me and are bad."

And it came to pass that the royal barge itself was in for rough weather. An albatross seemed to follow the boat, and the albatross looked very much like the old mariner himself, holding tight to his delegates.

All of a sudden a leal appeared in one of the albatross compartments.

"Which is that?" asked the King, smiling bitterly.

"The compartment of North Dakota," replied Gifford, who had been down to look at it.

"Bring me all my policy papers and popular gutpercha," commanded the King; "I must take the stump and stop these leaks at once."

And he painted the North Dakota compartment with anti-rust waterproof paint, Harvester brand. Then a big hole appeared in the Wisconsin deck. And the commander stuffed it with plain gutpercha, plain people brand. But somehow or other it would not stick.

"Bring me too much ballast aboard," said the King. "Throw over the Wall Street supporters."

Hardly had the sails been patched when the Indiana lifeboats began to drop over the side of the ship. The moment the skilled captain-king observed this sign he plastered the davits with an editorial on how to preserve and protect "honest business men, big and little." These good malefactors were even placed on a par "with the farmer and the wage earner." Not for years had the King resorted to such heroic treatment. It came hard even for a practical seaman.

Experts from Washington and specialists on publicity came to hold a consultation over the third term Baby Boom, which was decidedly seasick.

"The greatest living authority on seasick boats," said they, "is Robert La Follette, M. D. Without his aid we cannot save the child!"

The King sent him a wireless telling him that he had always admired him, would he please come alongside with his worthy craft? Swiftly the answer returned:

The Double Cross has been doubled. Yours to the finish.

FLORINO BOB.

## My Right to Rule.

TO THE EDITOR OF THE SUN:—Sir: Roosevelt announces that he is going to address the public on the "right of the people to rule." What he may say on such a subject will be but a blind to the subject which is in his heart and before the American people, that is, the right of Roosevelt to rule.

New York, March 17.

## The Night Alarm at Washington's Headquarters.

From the Army and Navy Journal.

A correspondent favors us with this unpublished anecdote about George Washington, obtained from a manuscript autobiography: "In the spring of 1791 I went to the farm of one Gassaway at Annapolis, Md., then clerk of the District Court, by whom I was informed that during the Revolutionary war he was aide-de-camp to Washington. I called on General Gassaway and he related to me the following anecdote which he himself, in the winter of 1790 and 1791, called the 'hard winter.' The American army went to winter quarters at Annapolis. I lodged with the first family and soon learned the anecdote himself. In the winter of 1790 and 1791, called the 'hard winter,' the American army went to winter quarters at Annapolis. I lodged with the first family and soon learned the anecdote himself. In the winter of 1790 and 1791, called the 'hard winter,' the American army went to winter quarters at Annapolis. I lodged with the first family and soon learned the anecdote himself."

New York, March 16.

## The Flags on the Federal Building.

TO THE EDITOR OF THE SUN:—Sir: Did you notice that all of the five flags on City Hall were flying at half mast because of the burial of the Maine? Did you notice that every office and every chamber street displayed the Stars and Stripes at half mast? And further, did you notice that the flags on the Post Office building flew at half mast all day?

New York, March 16.

## The Breaking Out of the Flag.

Through the hailstorm and sleet. Through blizzard and rain. Like a flag in the steps. The buds long have lain.

But the warm winds have come, No longer to lag; A salute to the world. Spring breaks out her flag.  
McLANDERSON WILSON.

## THE DERAILED FAST TRAIN.

Is the Quality of the Steel or the Spike Attachment Responsible?

TO THE EDITOR OF THE SUN:—Sir: The several disastrous accidents recently occurring to the fastest trains on two of our best railroads have been startlingly to mind what were the causes and what, if any, can be the remedy. Both on behalf of the railway companies and the authorities careful investigations are being made. Will they find the reason? Should it be the cause lies in the permanent wear and the suspicion might be open that the trackmen, who are responsible for the condition of the roadbed and naturally the first persons other than those in the train to reach the scene of accident, might change the visible evidence as to make it apparent that it was through no fault of their supervision or work that the accident occurred and thus misdirect the conclusions of the investigators?

Every one who travels by rail and has traveled in years past has noted the enormous increase in the size and weight of rolling stock. Locomotives, passenger and freight cars have grown to double and triple weight and capacity of those of twenty-five years ago. The demand on the part of passengers for greater speed and comfort; and as to freight cars and locomotives the necessity of more economical operation, particularly in view of the determined opposition by the public to the railway's record of liberal or even fair freight rates. To meet a plain necessity arising from this heavier equipment and high speed the leading railways have generally well ballasted the roadbed with rock. They have increased the weight of rails from 56 pounds, a standard of twenty-five years ago, to 80 pounds, 90 pounds, 100 pounds, and in some instances 120 pounds to the yard. At the same time leading roads have insisted upon what they believe to be the best quality of steel for their rails. That a better rail or a safer rail has resulted I am not so sure.

It is claimed that many roads demand a very hard rail to stand long wear, and that a rail of more liable to break. Some engineers claim that in the rolling of rails from inspection and only develop under conditions which produce an accident. I am not altogether a believer in very heavy rails as necessary to bear heavy and rapid traffic. The rail naturally grows larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than a 120 pound rail of inferior quality. The larger must be the ingot from which it is rolled, and necessarily the larger the ingot the greater the liability to imperfections. I would rather have an 80 pound rail of proper design, scientifically proportioned as to weight and strength, than